

**Amendments to the Claims:**

This listing of claims will replace all prior versions of claims in the application:

**Listing of Claims:**

1. (Previously Presented) An elevator car assembly, comprising  
a frame;  
at least one cabin door supported for guided movement relative to the frame;  
a door mover for moving the cabin door between open and closed positions, the door mover being supported by the frame near a lower edge of the cabin door; and  
an interlock for simultaneously moving a corresponding hoistway entrance door with the cabin door, the interlock being positioned near the lower edge of the cabin door.
2. (Previously Presented) The assembly of claim 1, including a sill member beneath the cabin door and wherein the door mover and the interlock are supported beneath the sill.
3. (Previously Presented) The assembly of claim 2, wherein the sill member is located beneath the cabin door and supported by the frame at least partially in a plane containing the cabin door.
4. (Previously Presented) The assembly of claim 3, wherein the sill member includes a groove that receives a portion of the cabin door to guide movement of the lower portion of the cabin door as the cabin door moves between the open and closed positions.
5. (Currently Amended) The assembly of claim 4, wherein the portion of the cabin door extends through the groove in the sill member and the mover is coupled with the ~~door~~ portion of the cabin door such that the mover selectively moves the cabin door.
6. (Previously Presented) The assembly of claim 1, wherein the door mover is supported beneath the cabin door.

7. (Previously Presented) The assembly of claim 1, wherein the interlock is supported beneath the cabin door.
8. (Previously Presented) An elevator door assembly, comprising:
  - a car frame having a rail and a sill;
  - at least one car door supported for movement along the rail and the sill between an open and a closed position;
  - a door mover supported near a lower edge of the car door;
  - an entrance door frame having a header and a sill that are adapted to be supported in a fixed position near an opening to a hoistway;
  - at least one hoistway door supported for movement relative to the header and door frame sill between open and closed positions; and
  - an interlock that couples the car door to the hoistway door such that the car door and the hoistway door move together responsive to the door mover, the interlock being supported near the door mover.
9. (Previously Presented) The assembly of claim 8, including a sill member beneath the car door and wherein the car door mover and the interlock are supported beneath the sill.
10. (Previously Presented) The assembly of claim 9, wherein the sill member is located beneath the car door and supported by the car frame at least partially in a plane containing the car door.
11. (Previously Presented) The assembly of claim 10, wherein the sill member includes a groove that receives a portion of the car door to guide movement of the lower portion of the car door as the car door moves between the open and closed positions.
12. (Previously Presented) The assembly of claim 11, wherein the portion of the car door extends through the groove in the sill member and the mover is coupled with the extending car door portion such that the mover selectively moves the car door.

13. (Previously Presented) The assembly of claim 8, wherein the car door mover is supported beneath the car door.
14. (Previously Presented) The assembly of claim 8, wherein the interlock is supported beneath the car door.
15. (Previously Presented) The elevator door assembly of claim 8, wherein the door mover is closer to the lower edge of the car door than an upper edge of the car door.
16. (Previously Presented) The elevator car assembly of claim 1, wherein the door mover is closer to the lower edge of the cabin door than an upper edge of the cabin door.